

MARKET MOVES IN NARROW RANGE

London Is Closed and Transactions on 'U' Side Are Few.

FIRM AT ALL TIMES

Attention of Street Has Been Largely Centred on Politics.

[Special to The Times-Dispatch.]

New York, August 24.—It was an idle stock market today. The London market was closed, and in this market, with the exception of a few specialties, such as the dealings of professional traders. The market was firm at all times, and in the late trading, it rallied on short covering, most of the professional traders having been heard and many of them, as usual, not wishing to take commitments in advance of the holidays. In the specialties, there were noteworthy movements in Canadian Pacific, American Sugar and Mexican Petroleum.

Canadian Pacific closed with a net loss of more than three points, at 212, which compares with the high price of 213 made just before the plans for the forthcoming issue of new stock were announced. Some of the selling, it was reported, came from Berlin, but from whatever source it was probably due to the uncertainty at the time at which the new stock will be offered, and accordingly over the value of the subscription privilege and to the opposition to the new stock issue that has developed in the Western provinces of Canada.

American Sugar, which advanced nine points on Friday, was again conspicuously strong, and Mexican Petroleum was again active. The movements in some of these specialties affected the market as a whole. Closing prices were in most cases the high prices of the day, and the general condition in the brokerage houses was that the market had the support of a much greater short interest than at the close of the previous week.

From the beginning of the week to the end, a sentiment among professional traders and most of the other continued speculators was based on the expectation that the Panama Canal bill, with its unfortunate provision restricting the railroad from the use of the canal for their steamship line, offered a pretext for an attack on the railroad bill.

The Panama Canal bill, with its unfortunate provision restricting the railroad from the use of the canal for their steamship line, offered a pretext for an attack on the railroad bill. The bill, it was expected, would show a loss in cash holding, the banks having lost more than \$100,000,000 in the actual condition statement, was greater than anticipated. The surplus, however, decreased \$1,000,000. At the end of the week the surplus stood at \$1,750,000, compared with \$1,700,000 at the end of the corresponding week last year.

Week-end trade reports were generally favorable. It was a week of weather generally conducive to the rapid progress in corn and cotton, the only two important crops of which any doubt can be entertained. There is no doubt whatever that in steel and copper, particularly with copper, improvement was decided and substantial. The feature in the steel trade was the break of the deadlock existing for several weeks between the American producer and the foreign consumer, and the fact that when the foreign consumer was constrained to buy, he was obliged to buy at 17 3/4 cents, the high price of the year, rather than at the concession on which he had been insisting.

Heavy buying of equipment and rails by the railroads, much of it for delivery, was the cause of much of the improvement in the steel trade. The fortnightly bulletin of the American Railway Association showed that the railroads will need all the cars they can secure, the net stock of idle cars decreasing 12,500 in the two weeks and remaining at 44,000 as compared with 104,000 in the corresponding date last year.

Bank clearings for the country over the week ended August 23 were greater than in the corresponding week of the preceding year, but the increase was more than ordinarily uniform in the big centers, amounting to more than ten per cent in New York, Chicago, St. Louis, Boston and Philadelphia. The figures of bank clearings, however, are not a confirmation of the conclusions reached by Dun's reviews that, in the words of Dun's "with crop prospects increasingly brilliant, with the principal industries working to full capacity, with trade distributed continuously expanding and with business sentiment becoming daily more and more confident and buoyant, the whole situation, both in fundamental conditions and in volume of transactions, is better than it has been for years."

New York, August 24.—Money on call nominal. Time loans steady. Sixty days 3 3/4-4 1/2; ninety days 4 1/2-5 1/2; three months 4 1/2-5 1/2; six months 4 1/2-5 1/2; one year 4 1/2-5 1/2. Sterling exchange steady with actual business in bankers' bills at 48 1/2-49; sixty days 48 1/2-49; three months 48 1/2-49; six months 48 1/2-49; one year 48 1/2-49. Government bonds steady.

RICHMOND STOCK MARKET.

By Richard W. Moore.

Stock and Bond Broker, 1015 E. Main Street, Richmond, Va., August 24, 1912.

SALES AT BOARD.

Richmond Trust and Savings Co.—35 at 104.

STATE SECURITIES. Bid Asked.

Virginia 5s, Old, C. and R., 1902, 85 1/2.

Va. Centuries, 2-3, C. and R., 1901, 84 1/2.

RAILROAD BONDS.

A. C. L. R. R. Con. Tr. 1st, 85 1/2.

C. and O. R. R. Con. Tr. 1st, 85 1/2.

Georgia, Fla. and Fla. 1st, 85 1/2.

Georgia and Ala. Con. Tr. 1st, 85 1/2.

Nor. and West. Ry. 1st, 85 1/2.

Southern Air Line 1st, 85 1/2.

So. R. Ry. and G. M. R. 1st, 85 1/2.

Western N. C. Ry. 1st, 85 1/2.

STREET RAILWAY BONDS.

Korfolk and Port. Trac. Co. 1st, 85 1/2.

STREET RY. CO. 1st, 85 1/2.

Va. Ry. and Power Co. 1st, 85 1/2.

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Official Range and Sale of Stocks in New York

BY THOMAS BRANCH & CO., Bankers and Brokers.											
Closing.						Closing.					
Sales.	Stock.	Open.	High.	Low.	Bid Asked Sales.	Stock.	Open.	High.	Low.	Bid Asked	
	Albino-Chalmers	.....	.....	.....	174 174	International Paper	.....	.....	.....	16 16
	Albino-Chalmers, pfd.	.....	.....	.....	572 572	Int. Paper, pfd.	.....	.....	.....	188 188
6.40	Amalgamated Copper	88	88	87 1/2	254 88	69 Lehigh Valley	1094	1094	1094	1094	
	Amer. Ax. & Foundry	.....	.....	.....	254 40	Liggett and Myers	.....	.....	.....	268 268
40	Amer. Beet Sugar, com.	72 1/2	72 1/2	72 1/2	254 40	Liggett and Myers, pfd.	.....	.....	.....	117 117
50	American Can	99	99	99	1194 1194	Lehigh Valley, 2nd	.....	.....	.....	102 102
	American Can, pfd.	614	614	614	1194 1194	Lehigh Valley, 3rd	.....	.....	.....	102 102
100	Amer. Car and Foundry	614	614	614	1194 1194	Lehigh Valley, 4th	.....	.....	.....	102 102
100	American Cotton, pfd.	54 1/2	54 1/2	54 1/2	1194 1194	Lehigh Valley, 5th	.....	.....	.....	102 102
	Aro Hides and Leather	.....	.....	.....	254 40	Lehigh Valley, 6th	.....	.....	.....	102 102
	American Lumber	.....	.....	.....	1194 1194	Lehigh Valley, 7th	.....	.....	.....	102 102
100	American Locomotive	45 1/2	45 1/2	45 1/2	1194 1194	Lehigh Valley, 8th	.....	.....	.....	102 102
	Amer. Locomotive, pfd.	.....	.....	.....	1194 1194	Lehigh Valley, 9th	.....	.....	.....	102 102
100	Amer. Malt Co., pfd.	60 1/2	60 1/2	60 1/2	1194 1194	Lehigh Valley, 10th	.....	.....	.....	102 102
100	American Sm. Co.	87 1/2	87 1/2	87 1/2	1194 1194	Lehigh Valley, 11th	.....	.....	.....	102 102
100	American Sugar	128	128	128	1194 1194	Lehigh Valley, 12th	.....	.....	.....	102 102
50	Amer. Tea and Tel. Co.	143 1/2	143 1/2	143 1/2	1194 1194	Lehigh Valley, 13th	.....	.....	.....	102 102
50	American Tobacco, com.	29	29	29	1194 1194	Lehigh Valley, 14th	.....	.....	.....	102 102
50	American Tobacco, pfd.	164 1/2	164 1/2	164 1/2	1194 1194	Lehigh Valley, 15th	.....	.....	.....	102 102
50	Anaconda Copper	104 1/2	104 1/2	104 1/2	1194 1194	Lehigh Valley, 16th	.....	.....	.....	102 102
100	Atchafalpa	104 1/2	104 1/2	104 1/2	1194 1194	Lehigh Valley, 17th	.....	.....	.....	102 102
	Atchafalpa, Coast Line	.....	.....	.....	1194 1194	Lehigh Valley, 18th	.....	.....	.....	102 102
	A. & C. of Connecticut	.....	.....	.....	1194 1194	Lehigh Valley, 19th	.....	.....	.....	102 102
100	Baltimore and Ohio	98	98	98	1194 1194	Lehigh Valley, 20th	.....	.....	.....	102 102
40	Bethlehem Steel, com.	41	41	41	1194 1194	Lehigh Valley, 21st	.....	.....	.....	102 102
40	Bethlehem Steel, pfd.	.....	.....	.....	1194 1194	Lehigh Valley, 22nd	.....	.....	.....	102 102
100	Briggs & Stratton	52	52	52	1194 1194	Lehigh Valley, 23rd	.....	.....	.....	102 102
50	Brooklyn Rapid Transit	72	72	72	1194 1194	Lehigh Valley, 24th	.....	.....	.....	102 102
	Central Leather, com.	.....	.....	.....	1194 1194	Lehigh Valley, 25th	.....	.....	.....	102 102
100	Canadian Pacific	274 1/2	274 1/2	274 1/2	1194 1194	Lehigh Valley, 26th	.....	.....	.....	102 102
100	Chesapeake and Ohio	104 1/2	104 1/2	104 1/2	1194 1194	Lehigh Valley, 27th	.....	.....	.....	102 102
	Chicago Great Western	104 1/2	104 1/2	104 1/2	1194 1194	Lehigh Valley, 28th	.....	.....	.....	102 102
100	Chi. Mil. and St. Paul	104 1/2	104 1/2	104 1/2	1194 1194	Lehigh Valley, 29th	.....	.....	.....	102 102
100	Cincinnati Steel, com.	17 1/2	17 1/2	17 1/2	1194 1194	Lehigh Valley, 30th	.....	.....	.....	102 102
100	Cincinnati Steel, pfd.	104 1/2	104 1/2	104 1/2	1194 1194	Lehigh Valley, 31st	.....	.....	.....	102 102
100	Chicago and Northwest	11 1/2	11 1/2	11 1/2	1194 1194	Lehigh Valley, 32nd	.....	.....	.....	102 102
	Colorado Fuel and Iron	.....	.....	.....	1194 1194	Lehigh Valley, 33rd	.....	.....	.....	102 102
	Colorado and Southern	.....	.....	.....	1194 1194	Lehigh Valley, 34th	.....	.....	.....	102 102
100	Consolidated	144 1/2	144 1/2	144 1/2	1194 1194	Lehigh Valley, 35th	.....	.....	.....	102 102
	Delaware and Hudson	.....	.....	.....	1194 1194	Lehigh Valley, 36th	.....	.....	.....	102 102
	Den. and Rio Gran, com.	.....	.....	.....	1194 1194	Lehigh Valley, 37th	.....	.....	.....	102 102
	Den. and Rio Gran, pfd.	.....	.....	.....	1194 1194	Lehigh Valley, 38th	.....	.....	.....	102 102
100	East River Soc. Co.	25 1/2	25 1/2	25 1/2	1194 1194	Lehigh Valley, 39th	.....	.....	.....	102 102
100	Erie	104 1/2	104 1/2	104 1/2	1194 1194	Lehigh Valley, 40th	.....	.....	.....	102 102
	Erie, 1st pfd.	.....	.....	.....	1194 1194	Lehigh Valley, 41st	.....	.....	.....	102 102
	Erie, 2nd and 3rd, pfd.	.....	.....	.....	1194 1194	Lehigh Valley, 42nd	.....	.....	.....	102 102
100	Gen. Elec. & Mfg. Co.	104 1/2	104 1/2	104 1/2	1194 1194	Lehigh Valley, 43rd	.....	.....	.....	102 102
100	General Electric	104 1/2	104 1/2	104 1/2	1194 1194	Lehigh Valley, 44th	.....	.....	.....	102 102
100	Great Northern, pfd.	104 1/2	104 1/2	104 1/2	1194 1194	Lehigh Valley, 45th	.....	.....	.....	102 102
	Great Northern Wire & Cable	.....	.....	.....	1194 1194	Lehigh Valley, 46th	.....	.....	.....	102 102
	Great Northern Wire & Cable	.....	.....	.....	1194 1194	Lehigh Valley, 47th	.....	.....	.....	102 102
100	Interboro Net	20	20	20	1194 1194	Lehigh Valley, 48th	.....	.....	.....	102 102
100	Interboro Net, pfd.	89 1/2	89 1/2	89 1/2	1194 1194	Lehigh Valley, 49th	.....	.....	.....	102 102
	Int. Mer. Marine, com.	.....	.....	.....	1194 1194	Lehigh Valley, 50th	.....	.....	.....	102 102
	Int. Mer. Marine, pfd.	.....	.....	.....	1194 1194	Lehigh Valley, 51st	.....	.....	.....	102 102
	International Paper	.....	.....	.....	1194 1194	Lehigh Valley, 52nd	.....	.....	.....	102 102
	Int. Paper, pfd.	.....	.....	.....	1194 1194	Lehigh Valley, 53rd	.....	.....	.....	102 102
	Lehigh Valley	.....	.....	.....	1194 1194	Lehigh Valley, 54th	.....	.....	.....	102 102
	Liggett and Myers	.....	.....	.....	1194 1194	Lehigh Valley, 55th	.....	.....	.....	102 102
	Liggett and Myers, pfd.	.....	.....	.....	1194 1194	Lehigh Valley, 56th	.....	.....	.....	102 102
	Lehigh Valley, 2nd	.....	.....	.....	1194 1194	Lehigh Valley, 57th	.....	.....	.....	102 102
	Lehigh Valley, 3rd	.....	.....	.....	1194 1194	Lehigh Valley, 58th	.....	.....	.....	102 102
	Lehigh Valley, 4th	.....	.....	.....	1194 1194	Lehigh Valley, 59th	.....	.....	.....	102 102
	Lehigh Valley, 5th	.....	.....	.....	1194 1194	Lehigh Valley, 60th	.....	.....	.....	102 102
	Lehigh Valley, 6th	.....	.....	.....	1194 1194	Lehigh Valley, 61st	.....	.....	.....	102 102
	Lehigh Valley, 7th	.....	.....	.....	1194 1194	Lehigh Valley, 62nd	.....	.....	.....	102 102
	Lehigh Valley, 8th	.....	.....	.....	1194 1194	Lehigh Valley, 63rd	.....	.....	.....	102 102
	Lehigh Valley, 9th	.....	.....	.....	1194 1194	Lehigh Valley, 64th	.....	.....	.....	102 102
	Lehigh Valley, 10th	.....	.....	.....	1194 1194	Lehigh Valley, 65th	.....	.....	.....	102 102
	Lehigh Valley, 11th	.....	.....	.....	1194 1194	Lehigh Valley, 66th	.....	.....	.....	102 102
	Lehigh Valley, 12th	.....	.....	.....	1194 1194	Lehigh Valley, 67th	.....	.....	.....	102 102
	Lehigh Valley, 13th	.....	.....	.....	1194 1194	Lehigh Valley, 68th	.....	.....	.....	102 102
	Lehigh Valley, 14th	.....	.....	.....	1194 1194	Lehigh Valley, 69th	.....	.....	.....	102 102
	Lehigh Valley, 15th	.....	.....	.....	1194 1194	Lehigh Valley, 70th	.....	.....	.....	102 102
	Lehigh Valley, 16th	.....	.....	.....	1194 1194	Lehigh Valley, 71st	.....	.....	.....	102 102
	Lehigh Valley, 17th	.....	.....	.....	1194 1194	Lehigh Valley, 72nd	.....	.....	.....	102 102
	Lehigh Valley, 18th	.....	.....	.....	1194 1194	Lehigh Valley, 73rd	.....	.....	.....	102 102
	Lehigh Valley, 19th	.....	.....	.....	1194 1194	Lehigh Valley, 74th	.....	.....	.....	102 102
	Lehigh Valley, 20th	.....	.....	.....	1194 1194	Lehigh Valley, 75th	.....	.....	.....	102 102
	Lehigh Valley, 21st	.....	.....	.....	1194 1194	Lehigh Valley, 76th	.....	.....	.....	102 102
	Lehigh Valley, 22nd	.....	.....	.....	1194 1194	Lehigh Valley, 77th	.....	.....	.....	102 102
	Lehigh Valley, 23rd	.....	.....	.....	1194 1194	Lehigh Valley, 78th	.....	.....	.....	102 102
	Lehigh Valley, 24th	.....	.....	.....	1194 1194	Lehigh Valley, 79th	.....	.....	.....	102 102
	Lehigh Valley, 25th	.....	.....	.....	1194 1194	Lehigh Valley, 80th	.....	.....	.....	102 102
	Lehigh Valley, 26th	.....	.....	.....	1194 1194	Lehigh Valley, 81st	.....	.....	.....	102 102
	Lehigh Valley, 27th	.....	.....	.....	1194 1194	Lehigh Valley, 82nd	.....	.....	.....	102 102
	Lehigh Valley, 28th	.....	.....	.....	1194 1194	Lehigh Valley, 83rd	.....	.....	.....	102 102
	Lehigh Valley, 29th	.....	.....	.....	1194 1194	Lehigh Valley, 84th	.....	.....	.....	102 102
	Lehigh Valley, 30th	.....	.....	.....	1194 1194	Lehigh Valley, 85th	.....	.....	.....	102 102
	Lehigh Valley, 31st	.....	.....	.....	1194 1194	Lehigh Valley, 86th	.....	.....	.....	102 102
	Lehigh Valley, 32nd	.....	.....	.....	1194 1194	Lehigh Valley, 87th	.....	.....	.....	102 102
	Lehigh Valley, 33rd	.....	.....	.....	1194 1194	Lehigh Valley, 88th	.....	.....	.....	102 102
	Lehigh Valley, 34th	.....	.....	.....	1194 1194	Lehigh Valley, 89th	.....	.....	.....	102 102
	Lehigh Valley, 35th	.....	.....	.....	1194 1194	Lehigh Valley, 90th	.....	.....	.....	102 102
	Lehigh Valley, 36th	.....	.....	.....	1194 1194	Lehigh Valley, 91st	.....	.....	.....	102 102
	Lehigh Valley, 37th	.....	.....	.....	1194 1194	Lehigh Valley, 92nd	.....	.....	.....	102 102
	Lehigh Valley, 38th	.....	.....	.....	1194 1194	Lehigh Valley, 93rd	.....	.....	.....	102 102
	Lehigh Valley, 39th	.....	.....	.....	1194 1194	Lehigh Valley, 94th	.....	.....	.....	102 102
	Lehigh Valley, 40th	.....	.....	.....	1194 1194	Lehigh Valley, 95th	.....	.....	.....	102 102
	Lehigh Valley, 41st	.....	.....	.....	1194 1194	Lehigh Valley, 96th	.....	.....	.....	102 102
	Lehigh Valley, 42nd	.....	.....	.....	1194 1194	Lehigh Valley, 97th	.....	.....	.....	102 102
	Lehigh Valley, 43rd	.....	.....	.....	1194 1194	Lehigh Valley, 98th	.....	.....	.....	102 102
	Lehigh Valley, 44th	.....	.....	.....	1194 1194	Lehigh Valley, 99th	.....	.....	.....	102 102
	Lehigh Valley, 45th	.....	.....	.....	1194 1194	Lehigh Valley, 100th	.....	.....	.....	102 102
	Lehigh Valley, 46th	.....	.....	.....	1194 1194	Lehigh Valley, 101st	.....	.....	.....	102 102
	Lehigh Valley, 47th	.....	.....	.....	1194 1194	Lehigh Valley, 102nd	.....	.....	.....	102 102
	Lehigh Valley, 48th	.....	.....	.....	1194 1194	Lehigh Valley, 103rd	.....	.....	.....	102 102
	Lehigh Valley, 49th	.....	.....	.....	1194 1194	Lehigh Valley, 104th	.....	.....	.....	102 102
	Lehigh Valley, 50th	.....	.....	.....	1194 1194	Lehigh Valley, 105th	.....	.....	.....	102 102
	Lehigh Valley, 51st	.....	.....	.....	1194 1194	Lehigh Valley, 106th	.....	.....	.....	102 102
	Lehigh Valley, 52nd	.....	.....	.....	1194 1194	Lehigh Valley, 107th	.....	.....	.....	102 102
	Lehigh Valley, 53rd	.....	.....	.....	1194 1194	Lehigh Valley, 108th	.....	.....	.....	102 102
	Lehigh Valley, 54th	.....	.....	.....	1194 1194	Lehigh Valley, 109th	.....	.....	.....	102 102
	Lehigh Valley, 55th	.....	.....	.....	1194 1194	Lehigh Valley, 110th	.....	.....	.....	102 102
	Lehigh Valley, 56th	.....	.....	.....	1194 1194	Lehigh Valley, 111th	.....	.....	.....	102 102
	Lehigh Valley, 57th	.....	.....	.....	1194 1194	Lehigh Valley, 112th	.....	.....	.....	102 102
	Lehigh Valley, 58th	.....	.....	.....	1194 1194	Lehigh Valley, 113th	.....	.....	.....	102 102
	Lehigh Valley, 59th	.....	.....	.....	1194 1194	Lehigh Valley, 114th	.....	.....	.....	102 102
	Lehigh Valley, 60th	.....	.....	.....	1194 1194	Lehigh Valley, 115th	.....	.....	.....	102 102
	Lehigh Valley, 61st	.....	.....	.....	1194 1194	Lehigh Valley, 116th	.....	.....	.....	102 102
	Lehigh Valley, 62nd	.....	.....	.....	1194 1194	Lehigh Valley, 117th	.....	.....	.....	102 102
	Lehigh Valley, 63rd	.....	.....	.....	1194 1194	Lehigh Valley, 118th	.....	.....	.....	102 102
	Lehigh Valley, 64th	.....	.....	.....	1194 1194	Lehigh Valley, 119th	.....	.....	.....	102 102
	Lehigh Valley, 65th	.....	.....	.....	1194 1194	Lehigh Valley, 120th	.....	.....	